

THE BISBEE DAILY REVIEW

MEMBER ASSOCIATED PRESS

BISBEE, ARIZONA, TUESDAY MORNING, AUGUST 22, 1911

NUMBER 89.

VOLUME 14.

NATIONAL ROAD
PLANS GAINING
AMONG PEOPLECullom Idea of Building 12000
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THE NATIONAL CAPITALEstimated Cost of 148 Millions
Regarded as Small Com-
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Benefit to Come

(By Victor Elliott.)

WASHINGTON, Aug. 21.—By far the most ambitious public highway plan ever proposed in congress is that fasteered by Senator Cullom, of Illinois, but suggested by former Representative King, of Louisiana. This provided for construction of 12,000 miles of road by the government at a cost of \$148,000,000.

These roads are to run out of Washington. They are to extend in seven directions, and are to reach practically every part of the country. Three of them are planned to extend all the way across the continent, and a fourth one to extend over half way across.

Almost every state in the Union will have a part of one of the proposed government roads, but only one or two states in the neighborhood of Washington will have parts of more than one highway. West Virginia and Maryland would probably count upon more than one road.

Plans Not Settled.

For the present the proposition is one of the generalities. The actual details have not been developed. A bill has been introduced that calls for an appropriation of \$148,000,000. This money is to be raised by an issue of bonds. With it seven highways are to be built, and \$12,000 is estimated as the cost per mile of the roads. A bill is about as far as the plans have gone.

The tentative routes have, however, been mapped out, and they are of more direct interest to the people than any other feature of the whole plan. Every community of consequence in the country would have a national road pass through it.

The first road planned will extend from Washington, D. C., to Washington, New Hampshire, I will cross Maryland, pass through Baltimore, Philadelphia, New York, and Boston, touching the states of Pennsylvania, New Jersey, Connecticut, Massachusetts, New Hampshire and perhaps Vermont.

As for the next road, it will extend from the National Capital to Buffalo, N. Y., touching the states of Maryland, Pennsylvania, New York, Ohio, and New Jersey. It will pass Savannah, to Jacksonville, and on to the Miami at the extreme end of Florida.

The fourth road will also run south. It will run from Richmond to Charlotte, N. C., thence to Atlanta, Ga., to Montgomery, Alabama, and on to New Orleans, and Austin, Texas. Here will be the western terminus of this highway.

Across the Continent.

Three of the great roads are planned to extend across the continent. They will run from Washington from near the Atlantic Ocean to the Pacific coast. And on the way across the continent they will pass through nearly all the states west of the Mississippi river, and all of them north of the Ohio river except Kentucky and Tennessee.

Probably the most important of the three roads is that passing through West Virginia into Ohio and Indiana, and on to Chicago. From there it will extend through Wisconsin, Minnesota, the two Dakotas, Montana, Idaho and Washington. The terminus will be at Seattle on Puget Sound.

The central route will run a little south of Wheeling, W. Va., but through West Virginia and will also cross Illinois, Ohio, and Indiana. It will pass through St. Louis and Kansas City, and go on to Denver, Utah, Nevada, and California. It will cross Iowa, Nebraska, and Wyoming will be missed. This line of road will have its terminus at San Francisco.

One more road is planned. This is to run south from Washington through the lower edge of West Virginia, and a part of Kentucky into Tennessee. It will cross the last named state diagonally, passing through Memphis into Arkansas. Little Rock will be bisected, as will Oklahoma, the Panhandle of Texas, Arizona and New Mexico. This road will come to an end at San Diego, in lower California.

Times Approve.
Nobody understands the magnitude of this road building plan more thoroughly than does Senator Cullom and he wished heartily that he had advocated it ten years ago, when he was younger and more active. Yet he and other members of the proposition believe that the good road sentiment of the people will make itself heard before long, and will demand the passage of either this measure or some other that will mean the expenditure of money on highway improvements.

Government money has been expended, it is pointed out, to finance railroads, to deepen rivers, and dredge

(Continued on page 4)

"PEOPLE MUST CONTROL
ALASKA"—LA FOLLETTE

WASHINGTON, Aug. 21.—Robert M. La Follette in a speech before the senate today, came out for government ownership of railroads in Alaska and government control of the natural resources of the territory. He referred to a bill which he introduced four years ago, providing for the leasing of all mineral rights in the United States, although the measure was intended to be applicable more especially to Alaska.

"The sensible and practical thing to be done," he said, "is to create a board of public works for Alaska, to be appointed by the president and confirmed by the senate, similar to the Isthmian canal commission. This board of public works should undertake not merely to build a railroad from Controller Bay to the coal fields, but to acquire all of the railroads in Alaska and settle at once the policy of government ownership."

Also Phone and Telegraph
"It should similarly provide for the development of other public utilities, such as telegraph and telephone. It should operate and develop the wharves and docks and steamship lines if necessary to deliver the products of Alaska to the coast."

The Morgan-Guggenheim syndicate are accustomed to the highest profits on their investments and demanding to a great extent immediate returns, must make exorbitant and oppressive charges.

"The people of the United States do not demand an immediate return. They can tolerate the supply of necessary money at an interest charge of less than 3 per cent."

"Rates for transportation and other facilities may properly be low, with the capital cost as small as the investment would be to the people."

Would Stop Corruption
"Most important of all is control of transportation facilities by the government. It would forever remove the irresistible temptation of discrimination in rates and corruption, which have characterized the worst period of our railway operation."

Mr. La Follette declared that the people were waging a losing fight against the corporations in Alaska. Between the great storehouse of natural resources and those who are trying to develop it, he said, were to be found the enormous power of the greatest concentration of capital the world has ever known.

Points to Parallel
The senator found a parallel to the present situation in Alaska in the struggle in the anthracite regions of Pennsylvania a quarter of a century

ago. He traced the legislation of Pennsylvania and declared that in every instance it had failed to break the grip of monopoly.

"When we have before us the history of this anthracite struggle," he demanded, "now consummated in the complete control of J. P. Morgan, against the whole people, can we expect any different result if we permit the Morgan-Guggenheim syndicate to get control of Alaska? This power will be in their control of docks, wharves, mountain passes and the limited outlet to these markets."

Justifying his contention that the government should engage in transportation in Alaska, and the conservation of its resources, Mr. La Follette pointed to the work being done now on the Panama canal. He said the solution of the transportation problems, the elimination of unsanitary conditions and the betterment of the inhabitants of the canal zone showed what the American people can do when called upon to meet a great emergency requiring direct government control in the public interest.

Have Been Going Blindly
"We are now required to decide which of these two methods the American people shall adopt in Alaska," he continued. "Up to this time we have been going blindly along the road of the anthracite combination but it is possible for us to accomplish permanently in Alaska all that is being accomplished temporarily in Panama."

"There is, however, one great difference. The people of Alaska must be permitted to develop in the highest degree their own social and political conditions and individual enterprises. But the American people are the owners of the resources of Alaska. They have been preserved up to the present time by the withdrawal of them from occupation and use."

The Pacific coast demands access to the enormous coal deposits. The people east of the Rocky mountains will gain by their development. Even the navy department is compelled to pay \$9 to \$12 a ton for coals that cost \$3 to \$4 on the Atlantic coast.

The tests that have been made show that samples of coal from veins as thick as 20 feet in the Controller bay region have a higher heating value than coal secured by the navy department at eastern tidewater."

Touches Cost of Living
"They are entitled to get the benefit of reduction in cost of living, which will come from a utilization of Alaska's resources."

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CANANEA OFFICER
KILLS CHINAMANDead Man Tried to Stab Po-
liceman During Raid
on Joint

(Special to The Review.)

CANANEA, Mexico, Aug. 21.—In a raid of a Chinese gambling house last night a policeman shot one of the inmates of the place and the Chinaman died soon afterwards from his wound. There were about 30 or 35 Chinamen gathered about the gambling tables when the officers entered the place. When the inmates saw that their arrest was certain some tried to escape and one, the dead man, attempted to stab a policeman. However, the officer was too swift for him and he was shot down. This ended all show of resistance and the prisoners were marched to the jail.

The solo tournament at the Cananea club on Saturday evening was one of the best ever held in the club and every game was hotly contested, as there were several good prizes hung up. As usual, the affair was conducted by Colonel A. B. Kearns of solo fame, and the prime mover in this pastime at the club rooms. The prizes were awarded to E. G. Kirtz, first, score 1,499, meerschaum pipe; C. A. Warren, score 1,219, second, meerschaum pipe; G. P. Corkill, third, score 1,148, fountain pen; L. A. Hagy, score, 182, consolation, an egg beater with inscription, "Can you beat it?" attached. There were about 30 present.

A false alarm of fire was turned in on Saturday evening from the Mesa. A quick run was made by the department but no fire could be found.

GRAZED MAN JUMPS
AMONG LIONS; CHEWED

LOS ANGELES, Aug. 21.—Tormented by the hallucination that assassins were about to strike him down, Gus Pither, a patient at a sanitarium, sought refuge among the lions in the Eastlake Park zoo.

The flesh was stripped of his left arm and the right badly chewed. The left thumb was torn off. Blood poison and hydrophobia are feared.

ATWOOD GETS LOST
AND BADLY DELAYEDBecomes Confused in Darkness
and Makes Only 40
Miles Actual

SYRACUSE, N. Y., Aug. 21.—Lost between Lyons and Auburn, Harry Atwood, the trans-continental aviator, wandered around in the air almost an hour late this afternoon, and finally was forced by darkness to land five miles west of this city. The delay caused a serious setback in the attempt of Atwood to break the world's record in cross-country flight. Atwood ascended from Lyons intending to fly 55 miles to Utica before night. Just after the start he decided to detour from the course along the New York Central tracks and cut across country to Auburn. He lost his bearings, and circled about for an hour finding a place to land.

Thousands of people here became anxious to hear from the aviator, and messages were sent to Lyons for information. The answer came back that nothing had been seen of him since he left. Finally, at 6:45 p. m., when he ascended, uncertain as to his destination. Then began another exciting search until finally at 7:17 o'clock Atwood said that he landed on Bell Island, five miles west of Syracuse.

Atwood said that in his wanderings today he had flown at least 75 miles, but could claim only 40 for actual record flight. "It was the most exciting experience in the air I ever had," said Atwood. "After I left Lyons and had gone perhaps ten miles I lost my way. There was no sign on the road, or anything to indicate direction. The further I went the more confused I became. Soon the gasoline began to run low and I knew if I landed out there I might be miles from a new supply. Finally I got off to the southward, and saw the buildings of the Auburn penitentiary and a few minutes later landed. Tomorrow I shall disregard all schedules of landing place, and attempt to go to Albany, 165 miles, via Syracuse and Utica."

Atwood has now flown 970 miles, in a total flying time of 21 hours, 26 minutes. He is still 255 miles from New York.

CONGRESS QUILTS THIS
AFTERNOON AT 3

WASHINGTON, Aug. 21.—The extra session of congress will close today at 3 p. m. Tuesday. The democratic caucus in the house this afternoon adopted the Penrose resolution already adopted by the senate prescribing that hour as the time for adjournment. The house ratified the caucus action tonight.

President Taft's veto of the cotton revision was ready and was placed before both houses on convening this morning. Immediately on receipt Underwood moved reference to the ways and means committee. There it will lie peacefully until the next term.

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TAFT SIGNS STATEHOOD RESOLUTION;
THE NEXT MOVE IS UP TO ARIZONAIMPRESSIVE SCENE DURING SIGNING
WITNESSED BY SEVERAL ARIZONANS

(Special to The Review)

WASHINGTON, Aug. 21.—In the presence of a large gathering, the president signed the statehood bill at 3:08 this afternoon. Three pens were used. The gold one went to Senator Smith, and with it was written "William." The one writing the name "Howard" went to Delegate Andrews of New Mexico and the one which signed "Taft" went to delegate Cameron.

Among the Arizona witnesses to the event were Cameron and his son, Ralph, Hoyal A. Smith, W. W. Lyon, of Bisbee, Vernon Zachary, Mr. Bates, Al of Arizona, and E. A. Wayne of Silver City, N. M.

Cameron will see the president in the morning about what action will be taken in notifying Governor Sloan to call for an election in the new state. A group picture was taken while the president was signing the bill.

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Senator Penrose of Pennsylvania, Representative Weeks of Massachusetts and Harchfield of Pennsylvania, the delegates of Arizona and New Mexico, and a number of citizens of those territories witnessed the signing. There was but one resolution, so the president had to use three different pens in order that some relic hunters could be satisfied.

When the resolution was laid on his desk, the president asked as he looked at the crowd around him: "Has anybody read this?"

Nobody answered and to make certain of it the president read the resolution himself.

"Well, gentlemen, it's done," said the president as he put the last stroke on the parchment.

WASHINGTON, Aug. 21.—The treaties of arbitration with England and France are defended in minority reports filed in the senate executive session today by Cullom, Root and Burton of the committee on foreign relations. Burton contended that the agreement needed no amendment, as he declared, the prerogatives of the senate are sufficiently safeguarded.

Cullom and Root contending the same thing, undertook to provide against any possible mishap by suggesting a declaration in connection with the resolution of ratification, explicitly excluding from the terms of the treaty all questions "involving the maintenance of the traditional attitude of the United States concerning American questions, or other purely governmental policy."

When the report was submitted the question of debate on the treaties in public sessions was raised. There was general agreement that policy would not be violated by publicity in the senate, inasmuch as the ban was removed by publication of the documents. No action was taken on the treaties and they go over for consideration at the next regular session of congress.

The minority report also took issue with the majority regarding power conferred on the joint high commission to decide what questions are fit for arbitration. The minority declared it would be impossible for the senate to ever have occasion to refuse its approval of arbitration of a question which the commission reported as within the scope of Article one, as the clause in question does not deprive the senate of any of its constitutional rights.

WASHINGTON, Aug. 21.—Governor Johnson honored the requisition of the governor of Indiana for the return of James Hosick, the Los Angeles detective, for trial on the charge of kidnapping from Indiana John J. McNamara, now held in the Los Angeles jail. In honoring the requisition the governor said:

"I think Hosick should be returned to Indianapolis to stand trial on the charges brought in indictments against him. There is no more reason why he should not be taken back to Indiana for trial on the kidnapping charge than that the McNamaras should not have been brought to California."

E. J. Fleming, an attorney, appeared in opposition to the requisition. He argued the governor should not grant extradition because when Hosick left Indiana with John J. McNamara, he did so under a requisition issued by Governor Johnson and honored by the Indiana governor, Henry Seyfried, special prosecuting attorney for the governor of Indiana, urged the requisition, saying Indiana was sincere in desiring Hosick for trial. Joseph Scott, a member of the McNamara defense, also appeared in favor of the governor granting the requisition. Scott declared that in securing the requisition for the extradition of the McNamaras, the Los Angeles district attorney's office lied to Governor Johnson by quoting a telegram purporting to have been received from Detective Burns to the effect that he held John J. McNamara under arrest, when as a matter of fact the McNamaras had not then been arrested and were not taken until some time later.

It was agreed that the warrant would not issue until Thursday at 9 o'clock to enable the detective and attorney to take habeas corpus proceedings.

WASHINGTON, Aug. 21.—The congressional inquiry into the attempt to oust Dr. Harvey W. Wiley, chief of the bureau of chemistry, closed today with the testimony of Secretary of Agriculture Wilson. The committee will hold an executive session tomorrow to consider its report.

Many times today the testimony of Wilson condemned Wiley's demeanor, charging that he was over-sensitive because his findings on pure foods and drugs were not accepted as final, but occasionally referred to the referee board of which Dr. Ira Remsen is chairman. As he was leaving the stand Wilson declared he would "rather resign his job than go through another bureau row."

The witness was not cross examined by the counsel for Wiley.

Secretary Wilson said he became suspicious of the employment of Dr. H. H. Busby of New York, the storm center of the investigation, when he was shown a letter said to have been written by Dr. Kehler of the bureau of chemistry, telling Busby it was all the same whether he worked one day or many. Wilson said he is now investigating the report that Busby ac-

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